

Gold E

[illegible]

DATE DISTR. 31 Jul 1953

NO. OF PAGES **3** 50X1

NO. OF ENCLS.
(LISTED BELOW)SUPPLEMENT TO
REPORT NO.

DATE OF INFORMATION: 10/10/68

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

1.

50X1

50X1

Kapitalniy remont paravozov means capital repairs of locomotives. This category included work in connection with major overhaul of all basic parts of a locomotive. For instance, inspection and repair of the boiler, replacement of all, or the greater part of the flues, inspection and repair of the steam engine with replacement of worn out parts, reborring of cylinders and replacement of pistons or piston rings, replacement or repair of wheels, complete or partial replacement of boiler and hull insulation, and repair of the firebox with replacement of worn-out parts. Sredniy remont paravozov or medium repairs of locomotives included the following types of repair: Examination of flues with recaulking and partial replacement, turning or replacement of wheels, repairs of such parts of the steam engine as the valve box or pistons, and flushing of the boiler. Pod'yemochniy remont paravozov means elevated repair of locomotives. This category of repairs is carried out in conjunction with certain repairs which fall into the medium category, that is, replacement of wheels, replacement of the journal boxes, etc, for which the locomotive is raised by a set of jacks. Promyvochniy remont paravozov or washing repairs of locomotives is for the purpose of cleaning the steam boiler of dirt.

2.

Capital and medium repairs as a rule are carried out according to plan, by predetermined delivery schedule of the locomotives for repair. A locomotive cannot be delivered for repair outside of this schedule except in exceptional circumstances when one type of repair or another is necessary as a result of an accident or collision. A locomotive undergoes capital repairs when it has served four to five years and travelled 300-500 thousand kilometers. Medium repairs are undergone when the locomotive has served one-two years and travelled 100-150 thousand kilometers. The "podyemochnyi" repair is not carried out regularly but according to need occasioned by the degree of wear of various parts between medium and capital repairs. The steam boiler washing (promyvochnyremont) is carried out about once a month after travelling 8-10 thousand miles or else according to the condition of the water in the boiler.

CLASSIFICATION SECRET/SECURITY INFORMATION

DISTRIBUTION

ORR EV

3.

general percentage estimate of loss in efficiency. 50X1

all locomotives are taken in for capital or medium repairs according to pre-determined schedules, and occasions where a locomotive covers more mileage than planned for between regular repairs are quite rare. In any case, all locomotives which the road has in regular use operate with full power adequate to carry out established norms of speed and load for the type of locomotive and for the road sector right up to the last day before they are delivered for regular repairs. Locomotives whose technical condition does not permit them to fulfill work norms are set aside for switching work in terminals or else are taken off the list of a road's locomotive park in anticipation of delivery for repairs.

Capital repairs of locomotives are carried out in special locomotive repairs yards of the People's Commissariat of Railways (NKPS). These yards can be found on almost all of the roads of the USSR. Roads which do not have repair yards of this type in their territory send their locomotives to yards belonging to adjacent roads by order of the NKPS. On the Southwest Railroad [redacted], there were such yards at the Kiev "1" passenger station, at the Odessa freight station and at Bobrinets (Bobrinskaya). On adjacent railroads [redacted] of such repair yards at the Konotop and Briansk stations on the Moscow-Kiev-Voronezh railroad, at the Poltava and Kharkov stations on the Southern railroad and at Dnepropetrovsk on the Stalin sig railroad. Medium, elevated and washing repairs of locomotives are carried out in the sector workshops of the service of haulage (sluzhba Tyagi). Medium repairs are also carried out at locomotive repair yards.

The name of the road on the cars has been preserved from pre-Revolutionary times when private railroads existed side by side with State railroads. At the present time, these names have only a "symbolic" significance since the entire rolling stock is the property of one owner, the State. 50X1

- (a) During the entire period of its service until it is stricken from the inventory every railroad car circulates over all the railroad systems of the USSR regardless of what road it belongs to. Each railroad makes use of all the cars in its park as if they were its own and only at times specified by plan is the car returned to the owner-road for capital repair. And this is the limit of the responsibility which the owning road has toward its own cars. 50X1

Current repairs, condition which of the road in periodic inspections, cleaning and maintenance of the cars in a will insure uninterrupted use and safe travel are the responsibility those jurisdiction the car is at a given moment. 50X1

The NKPS has introduced for all railroads a single nomenclature of repair work and rates on the basis of which the railroads have reciprocal accounts for repair work which has been carried out. 50X1

The quality of car repair work does not depend on whether the work is carried on in the workshops of the owning railroad or some other road since there is a single standard set of rates and, strictly speaking, any conception of ownership here has a purely conditional sense. 50X1

The NKPS established a schedule of rates for the entire railroad network on the basis of which reciprocal accounting is carried on between the roads. Unfortunately I have no information on the technical aspects of this question and can throw no further light on this question.

SECRET/SECURITY INFORMATION

50X1

SECRET/SECURITY INFORMATION

50X1

50X1

- 3 -

10.

50X1

As a rule, it is strictly forbidden to send a car on a run unloaded. The NKPS has established norms for unloaded runs for each railroad and exceeding these norms is an indication of poor work on the part of the given road. A railroad which receives a car from another road is by no means obliged to return the car to the owner road after unloading it, but is free to use it as it sees fit just the same as its own cars either in its own territory or in the territory of any other railroad as is necessary in the fulfillment of its work plan.

11.

50X1

As a rule, the cars must be loaded fully according to a norm established for a given car. Short loads (nyedogruz) can only be permitted in those exceptional instances when the type of cargo is such that the car does not contain its entire tonnage quota when fully loaded or in other analogous instances.

12.

The NKPS determined the daily unloading schedule and the necessary rolling stock to carry out this schedule. If some railroad did not have enough rolling stock to carry out its shipping schedule, the NKPS sent out directives to adjacent railroads with an excess of cars instructing them to deliver the quantity of cars needed (regardless of the road to which the given cars belonged). If the number of loaded cars going to the road which was short of cars was less than the number requested by the NKPS, the remaining number of cars were sent empty. There could be no delivery of empty cars from one road to another in excess of the norms established by the NKPS.

13.

50X1

The NKPS has established definite norms of demurrage in loading and unloading cars^{50X1} according to type of freight and the capacity of the car. The sender and receiver of the freight is responsible for loading and unloading the cars. Those responsible for delays must pay demurrage charges to the railroad at a rate of three-five rubles per day (24 hours) per car. In instances where the receiver of the freight fails for a long period to unload, and the railroad has need of the rolling stock, the road has the right to unload the freight in its own warehouses with subsequent imposition of fines on the receiver for all suffered losses by the railroad.

14.

There are very few railroad cars in the USSR belonging to industrial enterprises. Only a very few very large industrial enterprises have their own rolling stock and these cars were only able to circulate on rails within the grounds of the plant to serve the needs of the plant. They could not be sent out to travel on other roads. All freight being sent either to or from the industrial enterprise has to be loaded in the rolling stock of a railroad.

15.

- end -

50X1

SECRET/SECURITY INFORMATION